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THIS IS A SUPER MAIDEN MESSAGE

25X1A

1. TANKER 58-089, NOSE 19, NOSE 19, PILOT MOE

WILL DEPART

7/0200Z ENROUTE TO WAKE ISLAND. ETE 4

PLUS 45. AIRCRAFT WILL FERRY 23 A-12 MAINTENANCE PERSONNEL,

1600 LBS TOOLS, 30,000 PF-1, 7000 LBS CARGO.

- 2. DEPARTURE TIME FROM WAKE ON RETURN FLIGHT UNKNOWN THIS TIME.
- 3. 58-089 WILL GROUND. REFUEL A-12 WITH 30,000 LBS PF-1.
- 4. 59-1513, SHED 19, AT WAKE IS., WILL GROUND REFUEL REMAINDER

OF REQUIRED PF-1. 59-1513 WILL TOP OFF IN FLIGHT AND BUDDY A-12
25X1A
TO IWO JIMA. ANOTHER TANKER FROM WILL RENDEZVOUSOVER IWO
25X1A

JIMA AND BUDDY A-12 TO

- 5. DATES AND TIMES OF PARA 3 AND 4 WILL BE FORWARDED WHEN KNOWN.
- 25X1A 6. 58-089 WILL RETUR FOLLOWING A-12

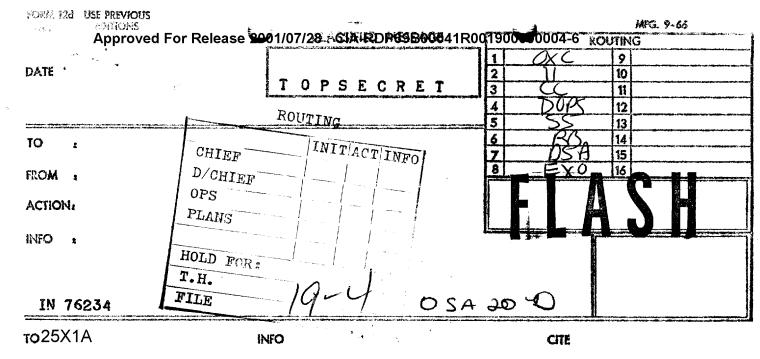
Approved For Release 2001/07/28 : CIA-RDP69B00041R001900000000004-6 25X1A IN 76235 3982 TOPSECRET PAGE 2 25X1A DEPARTURE AND RETURN MAIN PKG TO 7. TANKERS WILL USE UHF/HF CALL SIGNS FOR DEPLOYMENT/ 25X1A AS FOLLOWS: REDEPLOYMENT WAKE 58-089 DEPLOY TO WAKE NOSE 19 25X1A 58-089 REDEPLOY T SE 13 -

59-1513 REDEPLOY 1

T O P S E C R E T TOR: 270112Z MAY 67

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TOPSECRET



25X1A PSECRET 270010Z CITE 023

THIS IS A SUPPER MAIDEN MSG

25X1A 12 LANDED WAKE WITH INS DIFFICULTY.

OTHER AIRCRAFT DESCREPANCIES ARE RIGHT INLET FWD DOOR REQUIRES MANUAL OPERATION. PILOT WAS UNABLE TO CONTACT ANYONE ON UHF OR SSB UNTIL CONTACT WITH MODE X VAN 30 NM OUT. NO CONTACT ON UHF EXTERNAL. ANTICIPATE NO PROBLEMS WITH SUB-SONIC BUDDY FLIGHT TO DESTINATION. HAVE RECEIVED ETA ON SUPPORT

AIRCRAFT. MY PHONE IS 239 25×1A

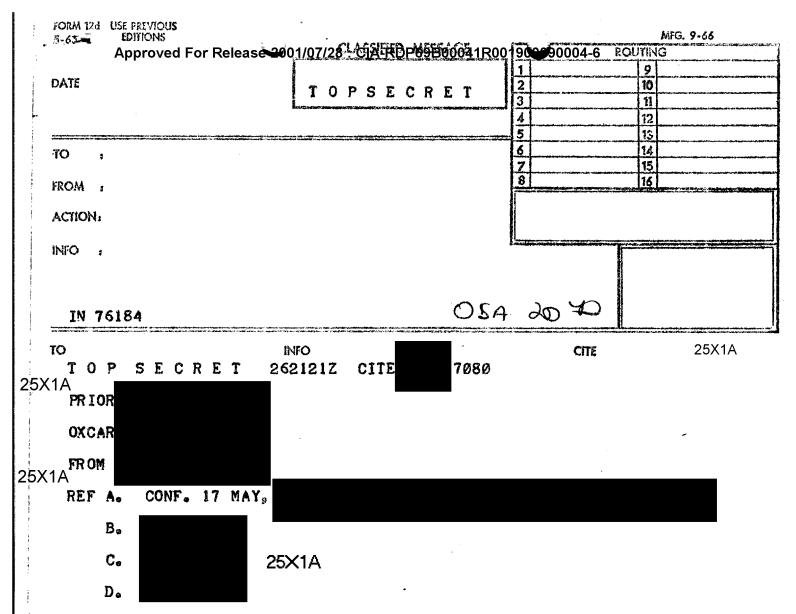
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- 1. WHEN WE FIRST STARTED TALKING ABOUT THE EXTENDED USE OF TYPE II (REF A), ALL OF THE PLANNING AND CONSIDERATION WAS BASED ON A 30/90 DAY EXERCISE AND WE RESPONDED ACCORDINGLY. WHILE REF B DOES NOT STATE SPECIFICALLY THAT THE TYPE II SYSTEM IS TO BE ACTIVELY ENGAGED IN STAGING UNTIL 30 NOV 67, I ASSUME THAT OUR COMMENTS ARE SOLICITED ON THAT POSSIBILITY.
- 2. I HAVE ALREADY STATED MANY OF THE PROBLEMS RELATED TO THE ORIGINAL EXTENSION IN REF C. EXTENSION BEYOND THE ORIGINAL I JULY 67 DATE COMPOUNDS THESE PROBLEMS (BUT DOES NOT MAKE THEM UNSOLVABLE) IF WE ARE EXTENDED UNTIL 30 NOV 67. FURTHERMORE, IF THERE IS ANY

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REMOTE POSSIBILITY OR BLUE SKY THINKING ABOUT COMMITMENTS BEYOND
30 NOV 67 WHICH INVOLVES TYPE II, WE NEED DEFINITE GUIDE LINES AND
DIRECTION NOW IN ORDER TO SURVIVE THESE PERIODIC EXTENSIONS.
EQUIPMENT, PERSONNEL AND COMPANY ATTITUDE AND RESPONSE ARE AT STAKE.

- 3. TO ANSWER REF A, LET ME REDIRECT YOUR ATTENTION TO REF C
  AND D AND THEN ADD THE FOLLOWING COMMENTS BASED ON A POSSIBLE TYPE II
  STAGING/OPERATIONAL COMMITMENT FROM NOW UNTIL 30 NOV 67.
- A. WITH THE PRESENT TIME SCALE, I MUST CONCEDE AND RECOMMEND
  THAT WE MAKE NO ATTEMPTS TO IRAN OR RETROFIT THE TYPE II EQUIPMENT.
  WHILE RECOGNIZING THE POSSIBLE PROBLEMS OF RELIABILITY AND PERFORMANCE,
  I SUGGEST THAT WE USE THE EQUIPMENT IN ITS PRESENT CONDITION UNTIL
  OBVIOUS TROUBLES DEVELOP. IF YOU CONCUR, THEN I WILL PLAN NO IN-HOUSE
  SUPPORT FOR THIS TYPE OF WORK. SERIOUS CONSIDERATION TO THIS WORK MUST
  BE GIVEN IF ANY FURTHER EXTENSION IS CONTEMPLATED.
- B. DUE TO WHAT I EXPECT WILL BE AN EXTREMELY LONG LEAD TIME FOR PROCURING ADDITIONAL GROUND PRE-CONDITIONING EQUIPMENT (OR SPARES), I ALSO SUGGEST THAT WE DO NOT PURSUE THIS MATTER FURTHER. OUR ACTIVITY WILL CONTINUE BASED ON LAUNCHING ONLY ONE TYPE II SYSTEM AT A TIME. AGAIN THIS IS ESSENTIAL IF FURTHER EXTENSION CONTEMPLATED AND DECISION SHOULD BE MADE NOW RPT NOW.
- C. ALTHOUGH PROCUREMENT OF FANS FOR A SECOND AUX AIR BOX (REF C, PARA 2D) MAY TAKE 6-8 WEEKS, I SUGGEST WE PROCEED TO PREPARE A SECOND BOX FOR A SPARE.
- D. RECOMMEND NO FURTHER ACTION ON GYROS. WE WILL OPERATE WITH THE SPARES ON HAND. AS PREVIOUSLY INDICATED, A NEW APPROACH TO GYROS IS REQUIRED IF WE ARE TO STAY IN BUSINESS.

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IN 76184 7080 TOPSECRET PAGE THREE

25X1A E. THE DECISION TO RETROFIT THE REMAINING TWO MAIN WINDOWS IS

UP TO THE TIME REQUIRED IS ABOUT 3 WEEKS TURN AROUND

PER ASSEMBLY.

F. SUGGEST NO ADDITIONAL ACTION ON AUTO/FOCUS SYSTEM AND WE

WILL CONTINUE TO OPERATE IN PROGRAMMED CONDITION. THIS WOULD BE

PART OF RETROFIT ACTIVITY IF AUTHORIZED.

4. PEOPLE WILL BE OUR BIGGEST PROBLEM. STATUS LOOKS LIKE:

25X1A

A. TRANSFERRED BY 15 JUNE 67.

25X1A

(STILL PLANNING TO HAVE RETURN WALT DURING WEEK OF 12 JUNE 67.)

DEPARTURE, BUT IS STILL COMMITTED TO NEW JOB BY SEPT/OCT.

25X1A C. AVAILABLE FOR ROTATIONAL 25X1A FIELD DUTY ASSIGNMENTS. HOWEVER, MAY WANT TO RELOCATE AND TO ROCHESTER IN AUGUST AND TDY FROM HERE.

D. IF YOU ARE TO EXTEND TYPE II STAGING ACTIVITY BEYOND I JULY

67, I MUST START IMMEDIATELY TO SELECT, TRAIN AND PASSPORT OTHER

IN-HOUSE PEOPLE WHO CAN ROTATE WITH THE BASIC CREW NOW AT 25X1A

E. STAGING FIELD STRENGTH OF FOUR PEOPLE STILL BASED ON
ASSUMPTION OF SINGLE TYPE II LAUNCH NO MORE THAN TWICE PER WEEK. 25X1A
SHOULD THIS REQUIREMENT CHANGE OR SHOULD ENVIRONMENT BE
OTHER THAN EXPECTED, THIS NUMBER MAY HAVE TO BE ADJUSTED.

F. ASSUMING NO IRAN OR RETROFIT WORK, WE WOULD MAINTAIN IN-HOUSE SUPPORT AT LOW LEVEL. RESPONSIBILITY WOULD BE TO SUPPORT FIELD AND TRAIN TDY PERSONNEL.

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TOPSECRET

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OUT. AIRCRAFT AND PILOT OKAY.

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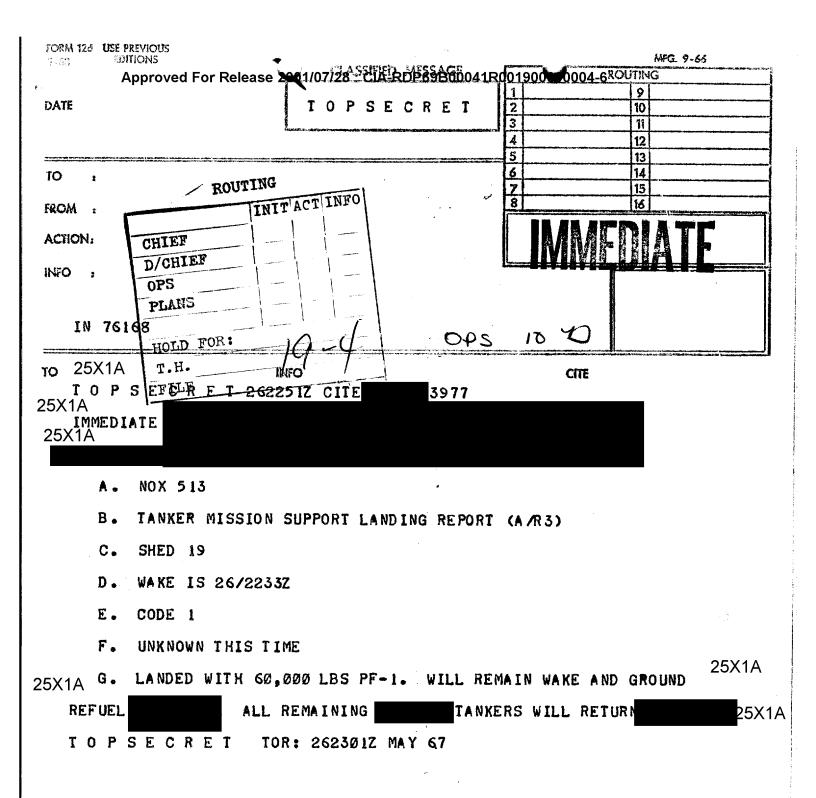
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